

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

RE: REZONING REFERENCE #22/79
LOTS 19, 20 AND 21, EXPL. PLAN 43158 OF BLOCK 29,
D.L. 121, PLAN 1054; LOT 22, BLOCK 29, D.L. 121, PLAN 1054
975 WILLINGDON AVENUE AND 4481 PARKER STREET

Following is a report from the Director of Planning regarding Rezoning Reference #22/79.

The previous report that Council received on this matter in 1979 July is attached for convenient reference.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

* * * * *

TO: MUNICIPAL MANAGER PLANNING DEPARTMENT
1979 November 07

FROM: DIRECTOR OF PLANNING

SUBJECT: REZONING REFERENCE #22/79
LOTS 19, 20 AND 21 EXPL. PLAN 43158 OF BLOCK 29,
D.L. 121, PLAN 1054; LOT 22, BLOCK 29, D.L.
121, PLAN 1054
975 WILLINGDON AVENUE AND 4481 PARKER STREET

RECOMMENDATIONS:

1. THAT Rezoning Reference #22/79, Bylaw No. 7399, Amendment No. 33 (1979), be lifted from the table and advanced to First and Second Readings.
2. THAT Lot 22, Block 29, D.L. 121, Plan 1054 be excluded from the rezoning bylaw amendment.
3. THAT the prerequisite conditions to rezoning as outlined in the 1979 July 16 Rezoning Report be confirmed.

REPORT

1.0 BACKGROUND INFORMATION:

- 1.1 On 1979 July 16, Council gave favourable consideration to the subject application which involved a request to rezone the site from R5 Residential District and C6 Gasoline Service Station District - Self Serve in order to construct a new self-serve gas station.

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

PLANNING DEPARTMENT
R.Z.#22/79
1979 NOVEMBER 07 - Page 2

115

1.0 Background Information - Cont'd.

- 1.2 In view of the concerns expressed at the 1979 August 14 Public Hearing, Council tabled the rezoning bylaw on 1979 August 27 pending a further report from the Planning Department addressing the matters that were raised.

2.0 GENERAL DISCUSSION:

The Planning Department has held discussions with the applicant regarding the items of concern expressed at the Public Hearing. The following comments relate to the status on these matters:

- (a) Retention of the existing R5 zoning on the westerly lot of the 4 lots proposed to be rezoned to C6A.

As outlined in the 1979 July 16 rezoning report, the Planning Department was of the opinion that rezoning the westerly lot as requested would allow for an unwarranted expansion of commercial activity into an established residential area. As a result, a recommendation excluding the westerly lot from the rezoning was advanced by Planning which was subsequently amended by Council to include the said lot.

The applicant has stated that the westerly lot is necessary to be included in the rezoning in order to satisfy his facility requirements.

- (b) Direct access from the gas station site to the lane located immediately north.

The applicant will be required to remove the present access to the lane and provide a 1.8 m (6 ft.) landscaped strip and a 1.8 m solid fence adjacent to the north property line. The applicant has agreed to satisfy this requirement as outlined in a letter dated 1979 October 18 which will be reflected in the requisite suitable plan of development.

The applicant will also be required to extend this landscape and fence screen adjacent to the west property line of the site.

- (c) Use of the rear portion of the service station.

Pursuant to the C6A zoning regulations, the gas station structure is required to observe a 6 m (19.69 ft.) setback from the rear or in this case the west property line and can be no greater than 6 m in height. In this regard, the applicant has submitted a site plan illustrating this setback requirement and has designated the rear of the building for loading bay purposes.

PLANNING DEPARTMENT
R.Z.#22/79
1979 NOVEMBER 07 - Page 3

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

2.0 General Discussion - cont'd.

(d) Hours of Operation.

The Planning Department advises that the applicant in a letter dated 1979 October 18 stated that the station currently operates from 07:00 h to 23:00 h and that it is not their intention to operate on a 24-hour basis. However, he did indicate that this statement should not represent a permanent commitment to preclude 24-hour operation in the future. Notwithstanding the applicant's intent, service stations within the Municipality are permitted to operate on a 24-hour basis.


(e) Nature of the retail store area.

As outlined in the rezoning report to Council and at the Public Hearing, the proposal includes a 133.4 m² (1,435 sq.ft.) internal retail area which must be restricted to the sale of automobile accessories to gasoline purchasers as an accessory use. Pursuant to the Burnaby Zoning Bylaw regulations, the sale of non-automotive related goods such groceries, etc., will not be permitted.

The applicant is aware of this restriction and as outlined in a letter dated 1979 October 29 agrees to observe these regulations.

3.0 CONCLUSION:

In view of the foregoing, the Planning Department considers that the measures proposed to be taken do not resolve the major concern regarding the expansion of commercial uses into an existing residential area. Although the proposal involves the development of a modern service station, it will nonetheless infringe upon the more passive nature of its residential neighbours by expanding onto property that is presently occupied and surrounded by single family homes. The Planning Department therefore confirms its original recommendation which excludes the westerly of the four (4) lots from the rezoning request, thereby permitting the applicant to utilize the existing service station site for conversion to self-serve.


A. L. PARR
DIRECTOR OF PLANNING

PDS:lf

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

THE CORPORATION OF THE DISTRICT OF BURNABY

117

PLANNING DEPARTMENT
 REZONING REFERENCE #22/79
 1979 July 16

Item # 3

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. Claude S. Hazle
 Manager, Development Division
 Mohawk Oil Co. Ltd.
 #325 - 6400 Roberts Street
 Burnaby, B. C. V5G 4G2
- 1.2 Subject: Application for the rezoning of -
 Lots 19, 20, 21, Expl. Pl. 43158
 of Block 29, D.L. 121, Plan 1054
 and Lot 22, Block 29, D.L. 121,
 Plan 1054.
- From: R5 Residential District and
 C6 Gasoline Service Station
 District - Conventional
- To: C6A Gasoline Service Station
 District - Self-Serve
- 1.3 Address: 975 Willingdon Avenue and
 4481 Parker Street
- 1.4 Location: The subject site is located on
 the northwest corner of Willingdon
 Avenue and Parker Street (refer
 to attached Sketches #1 and #2).
- 1.5 Size: The site is rectangular in shape
 with an area of 1,483 m² (16,078
 sq.ft.), a 37 m (121.8 ft.)
 frontage on Willingdon Avenue and
 a 40.1 m (132 ft.) frontage on
 Parker Street.
- 1.6 Services: The Municipal Engineer has been
 requested to provide all relevant
 servicing information.
- 1.7 Applicant's Intentions: The applicant has requested re-
 zoning in order to convert the
 existing full-serve gas station
 to a self-serve gas station to be
 constructed.

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

Page 2
Rezoning Reference #22/79
1979 July 16

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by a modest single-family home approximately 40 years of age and a Mohawk full-serve gasoline station with two pump islands and two service bays. Numerous well-maintained, single-family homes lie to the north and west of the site fronting Venables Street and Parker Street respectively. To the south lie a duplex facing Willingdon Avenue and several single-family homes facing Parker Street. To the east across Willingdon Avenue lie similar well-maintained homes. Access to the site is from Willingdon Avenue which is developed to interim standards, an east-west lane located to the immediate north and from Parker Street which is developed to full Municipal Standards.

3.0 GENERAL DISCUSSION:

3.1 The subject site is situated within a well-established residential area located between the Hastings Street commercial area and the Brentwood Town Centre. As such, the existing gas station has served the surrounding residences since its opening in 1955. However, since that time, this general sector of the Municipality and more particularly the Brentwood area and the central industrial valley to the south of the Lougheed Highway has experienced significant growth and development.

The site is also situated at the intersection of two busy traffic routes which provide it with relatively good exposure.

3.2 As outlined in previous requests to convert gas stations from full-serve to self-serve facilities, it is the policy of Council to take the following factors into consideration:

- a) location relative to existing self-serve gas stations in the immediate vicinity,
- b) location relative to land uses other than service stations,
- c) traffic patterns in the vicinity of the intended site,
- d) examination of the servicing function (i.e. service bays, etc.) provided by the proposed service station in relation to the availability of other servicing facilities within the immediate area.

3.0 General Discussion - cont'd.

3.3 The applicant proposes to convert the existing full-serve station to a self-serve facility with no service bays. The residentially-zoned portion of the subject site has been specifically included to construct the type and size of service station facility desired. In reference to the applicant's letter of intent in which he intends to include an adjoining retail store, the Planning Department advises that the proposed store must be restricted to the sale of automobile accessories to gasoline purchasers. In this regard, it will be necessary to obtain a written statement from the owner/operator(s) verifying this intent.

3.4 Relative to the guidelines used to evaluate self-serve rezoning requests outlined above, the Planning Department has conducted a survey of the general area in order to determine the number of full-serve versus self-serve stations and the availability of automotive servicing and repair facilities. In this regard, approximately one-half of the service stations within a one (1) kilometre radius of the subject site (including stations located on East Hastings Street and at the Lougheed Highway/Willingdon Avenue intersection) offer full service with service bays. In addition, a number of automotive specialty shops such as Budget Brake & Muffler, Minit Tune, Cottman Transmission, etc., which provide a full array of automotive services are located nearby within the Brentwood Automotive Centre and in the industrial area located south of the Lougheed Highway.

In reference to traffic, the Planning Department considers that the subject proposal will have little or no impact since additional traffic is not expected to be generated by the facility because the patterns of traffic in this area have been established for quite some time.

3.5 With respect to land use considerations, the subject site has been occupied by a service station for the last 24 years. The conversion of the station to self-serve in itself will therefore have little impact on its residential neighbours, but rather may improve the situation by removal of the service bay facilities which may often generate considerable noise.

However, it is important in this situation to examine the implications of permitting the westward expansion of the service station onto property that is presently occupied and surrounded on three sides by single family homes.

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

Page 4
 Rezoning Reference #22/79
 1979 July 16

3.0 General Discussion - cont'd.

3.5 cont'd.

In this regard, the Planning Department considers that the subject proposal would result in the unwarranted expansion of commercial uses into an established residential area which would likely have a negative impact on the adjacent residences. As a result, this Department cannot support the proposed rezoning of the westerly lot from its current R5 designation, but can support rezoning the three lots currently zoned C6 to C6a as requested.

4.0 CONCLUSION:

In summary, the Planning Department considers that conversion of the gas station to self-serve will have little or no impact on the availability of automotive servicing and repair facilities required to serve the needs of the surrounding residential populace. Moreover, we do not anticipate that the proposal will have any impact on the traffic patterns in the immediate area.

However, in order to prevent the unwarranted expansion of the service station use into the adjacent residential area, it is recommended that only those three (3) lots that are presently zoned C6 which the service station presently occupies be permitted to be rezoned to the C6a designation.

5.0 RECOMMENDATION:

5.1 THAT Council request that a rezoning bylaw be prepared for Lots 19, 20 and 21, Expl. Pl. 43158 of Block 29, D.L. 121, Plan 1054, that the rezoning be advanced to a Public Hearing on 1979 August 14, and that the following be established as prerequisites to the completion of rezoning -

- a) The submission of a suitable plan of development.
- b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development and to the point of connection to the existing service where sufficient facilities are available to serve the development.

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

Page 5
 Rezoning Reference #22/79
 1979 July 16

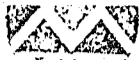
121

5.0 Recommendation - cont'd.

- d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the Bylaw.
- e) The consolidation of the net project site into one legal parcel.
- f) The granting of any necessary easements.
- g) The dedication of any rights-of-way deemed requisite.
- h) The submission of a statement by the owner/operator(s) of the service station verifying that the internal retail area will be restricted to the sale of automobile accessories to gasoline purchasers.

AP
 PDS:lf

Attachments



MOHAWK OIL CO. LTD.

ITEM	7
MANAGER'S REPORT NO.	77
COUNCIL MEETING	1979 11 13

THE MOHAWK BUILDING • SUITE 325, 6400 ROBERTS STREET, BURNABY, B.C. V5G 4G2 • (604) 299-7244 • TELEX 043-54613

LETTER OF INTENT

Re 975 Willingdon Ave. (Mohawk Service Station)

and

4481 Parker Street

We seek permission to amalgamate the Parker Street lot into the current Willingdon Ave. site and rezone the four lot package to C6A to permit redevelopment into a self-serve service station with adjoining retail store. We offer the following comments in respect of our application.

1. ECONOMICS - The current development being a two-bay station with limited retail sales is a thing of the past. It can continue to function on its present state indefinitely because it is based on old costs. However, all it will be in its present form is a marginal station providing a marginal living for an operator.
2. SERVICE BAYS - The development does not have service bays largely because the cost of new construction could not be recovered in a two bay operation. The last few years have seen the proliferation of speciality automotive shops such as brakes, mufflers and tune-ups. The two-bay operator cannot compete with these specialty shops.

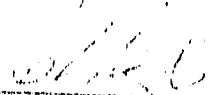
Also automobile repair is becoming more complex and requires a large investment in equipment. This investment can only be recovered in a minimum 5 or 6 bay operation.

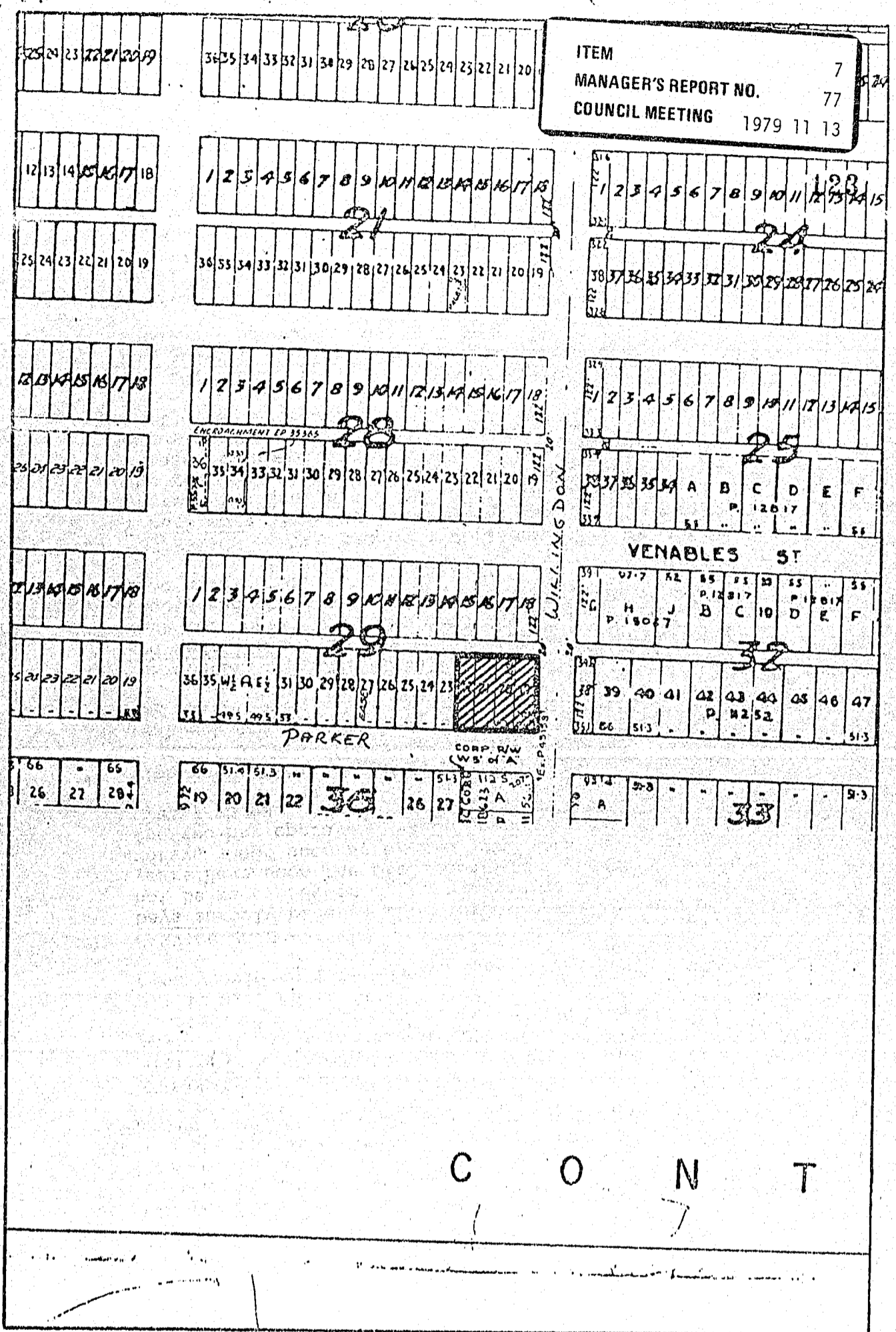
3. THE COMPLEX - The combination of self serve gas and retail store is the only combination which will work for Mohawk Oil. We need the income from both facets and the staff efficiency which this combination allows for.
4. AESTHETICS - The rezoning will permit us to develop a much more pleasing looking station than is currently there. The design and exterior finish will blend into the residential character of the area. We would be pleased to negotiate with Planning Officials as to exterior design. We would also meet or exceed landscaping requirements.

The additional lot - Joining 4481 Parker Street onto the project is necessary to meet by-law requirements such as landscaping and setbacks.

5. SUMMARY - Mohawk Oil Co. Ltd. is a wholly Canadian-owned company employing approximately 100 people in Burnaby. We purchase all our petroleum products from Major Oil Companies. Because of this we have to operate on a smaller profit margin and be as efficient as possible in land and staff utilization. We would point to our station on Canada Way and Smith as being an efficiently-run operation which meets the needs of the Community.

122


CLAUDE S. HAZLE
Manager



ITEM 7
 MANAGER'S REPORT NO. 77
 COUNCIL MEETING 1979 11 13

WILKINGDON

E.P. 43133

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Date
 1979/JULY

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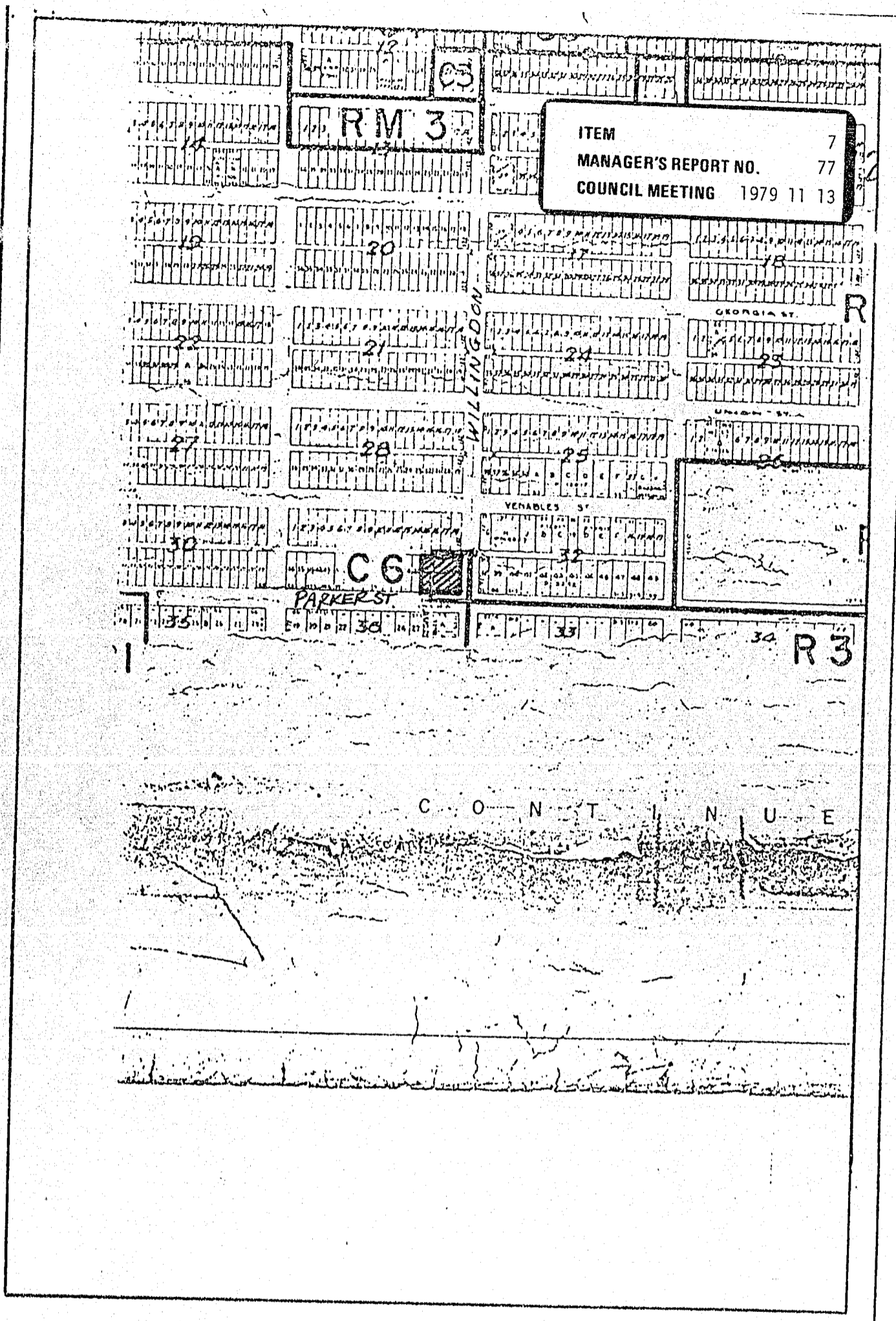
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Burnaby Planning Department



RZ# 22/79 SKETCH# 1



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Burnaby Planning Department



RZ # 22/79 SKETCH # 2